fare between Kerala and Gulf sector despite comparatively existing high fare in this sector;

(b) if so, what are the reasons for hike in this region; and

(c) what remedies Government propose to take to remove anomalies created by the Air India despite the distance being shorter than Bombay-Gulf?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) With effect from October, 1985 the fares on the India-Gulf sector have been increased by 4 per cent.

(b) The increase has been necessitated due to escalation in the operational costs.

(c) The Bombay-Gulf distance is not shorter than the Trivandrum-Gulf distance. Even otherwise it is not always possible to establish fare levels in direct proportion to the route distance. Other factors such as aggregate capacity deployed, competitive conditions prevailing in the market, the need to develop tourist traffic, the economic conditions existing in the concerned markets etc. also govern the determination of fare levels. In view of these factors and their varying impact on different routes, fares per mile unit differ on different sectors.

Conversion of Ramnagar-Moradabad rail line

2445. SHRI KRISHNA NAND JOSHI: Will the Minister of TRANSPORT be pleased to refer to the answer to Unstarred Question 1079 given in the Rajya Sabha on the 7th March, 1984 and state:

(a) what progress has so far been made with regard to conversion of the Moradabad-Ramnagar rail line;

(b) what is the amount sanctioned for this project during the current financial year;

(c) whether it is a fact that the Government of Uttar Pradesh has in the recent past requested the Central Government for the expeditious completion of the project;

(d) if so, what are the details thereof; and

(e) by when it is likely to be completed?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI HADHAVRAO SEINDIA): (a) The physical progress is about 35 per cent.

(b) Rs. 1.01 crores.

(c) Yes, Sir.

(d) The Chief Minister of Uttar Pradesh has written letter and has also personally discussed the subject.

(e) Its completion will depend on availability of resources in the coming years.

Platforms at Guwahati

2446. SHRI (MOLANA) ASRARUL HAQ: Will the Minister of TRANSPORT be pleased to state:

(a) how many platforms were available for passenger traffic before construction of broad gauge line upto Guwahati;

(b) whether the Department of Railways had directed vide their letter No. 84/TGIII/461/1 dated the 31st July, 1984 to give permission to big contractors to set up bookstalls only on those existing platforms which were replaced due to gauge conversion; and

(c) what are the reasons that orders were flouted by allotting a bookstall to a big contractor on newly constructed platforms number 6-7, at Guwahati, which was to be given to unemployed graduates?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

Loans for acquisition, replacement and modernisations of ships

2447. SHRI SURAJ PRASAD: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that the Indian National Shipowners Association (INSA) has urged Government for the continuation of soft loan financing for acquisition, replacement and modernisation of ships; and

(b) if so, what are the details and what steps Government have taken in this regard?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) The Shipping Development Fund Committee provides funds for acquisition, replacement and modernisation of ships at low interest rates and with longer periods of amortisation. The Indian National Shipowners' Association have urged the Government for the continuation of these soft loan financing arrangements for shipping development in the Seventh Plan also.

Water scarcity at Tinsukhia station

2448. SHRI CHATURANAN MISHRA: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware that there is acute scarcity of drinking water supply at Tinsukhia station and its railway colony; and

(b) if so, what steps Government have taken to provide alternative source of water supply there?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) A work of providing a Water Treatment Plant for improving the quality of water and an open well of 9 metre dia and 12 metre deep to augment water supply with suitable additional storage are already sanctioned and the work is in progress.

Talk with the Gulf Airlines Authorities and Government of Dubai

2449. SHRI GURUDAS DAS GUPTA: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that a delegation headed by the Secretary in the Department of Civil Aviation had talks with the Gulf Airlines authorities and Government of Dubai;

(b) whether it is also a fact that Gulf Airlines and newly formed airlines of Government of Dubai is likely to have more flights to India now than there prior to the formation of airlines by the Dubai Government; and

(c) whether Air India propose to operate any additional flight to Gulf countries after the talks?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes, Sir. A delegation headed by Secretary, Department of Civil Aviation, visited Bahrain and Dubai for bilateral air talks from 12 to 15 October, 1985 with the Government of Gulf States.

(b) Yes, Sir. Combined frequency and capacity entitlements of Gulf Air (designated carrier of U.A.E. except Dubai, Qatar, Oman and Bahrain) and 'Emirates' (designated carrier of the Emirate of Dubai) are marginally higher than the entitlements which were available to Gulf Air along in terms of the old arrangements determined some years back.

(c) No, Sir.